

San Bernardino Associated Governments 2004-2005 State Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels for transportation programs.
2. Support increases in transportation revenues and funding sources that enhance the ability of SANBAG to implement their transportation plans.
3. Maximize flexibility in the use of existing transportation revenues.
4. Streamline administrative and regulatory processes.

STATE LEGISLATIVE PROGRAM

1. Protect current funding levels for transportation programs.
 - A. Support state budget and California Transportation Commission allocation to fully fund projects for San Bernardino County included in the State Transportation Improvement Programs and the Strategic Plans of both counties.
 - B. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that state Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the state level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.
 - C. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.
 - D. Support full funding regional programming process to provide for regional determination and programming for the use of all current funding sources and to provide total flexibility for all current and future STIP programs.
 - E. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

- E. Continue to support AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction Committee (MSRC); support MSRC's independence as a committee.
 - F. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
 - G. Sponsor legislation that will allow the state to advance and/or loan funding to local agencies for projects that are funded through sales tax programs but delayed due to cash flow problems.
 - H. Support current local program funding and flexibility of the State's Transportation Demand Management program.
 - I. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
 - J. Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.
2. Support increases in transportation revenues and funding sources that enhance the ability of SANBAG to implement their transportation programs and plans.
- A. Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
 - B. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
 - C. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
 - D. Seek legislation to increase revenues to support the call box programs in San Bernardino County, as well as underserved counties statewide. Seek administrative and/or sponsor legislative action to ensure SANBAG's full participation in the Freeway Service Patrol (FSP) program.
 - E. Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, and air quality programs which relieve congestion, improve air quality and enhance economic development.
 - F. Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new

sources of revenue.

3. Maximize flexibility in the use of existing transportation revenues.
 - A. Seek a fair share for San Bernardino County of any state discretionary funding made available for transportation grants or programs.
 - B. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS (welfare to work reform) the American with Disabilities Act, including the use of social service funding sources.
 - C. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels.
 - D. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
 - F. Support legislation to finance cost effective conversion of public transit and paratransit fleets to alternative fuels.
 - G. Social Service Transportation Coordination Work with the State Administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation. This effort would require coordination between the Departments of Transportation, Health and Human Services, and other appropriate Departments providing or involved with providing social service transportation with the emphasis on encouraging coordination efforts at the local level.
4. Streamline administrative and regulatory processes
 - A. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
 - B. Support legislation to make the process for determining unmet transit needs a biennial action.